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Motocross & Supercross Commission Meeting Minutes - Final

Minutes of the meeting held on the 18th & 19th April, 2015

PRESENT: Graeme Baynes (Chair), Mark Luksich, Rodney McGee.

APOLOGY: Shannon Reiman, Rodney McGee (Sunday 19th April only)

MEETING OPENS: 10.30AM

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	MA Board Decision
MX1112		Welcome / apologies	Chairman welcomes those present and opens the meeting.	-	-	
MX1113		Confirmation of minutes	Minutes of the 2014 meeting are confirmed as a true record of the meeting.	-	Minutes of 2014 MX/SX Commission (MXC) accepted as a true and accurate record of the meeting.	

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	MA Board Decision
MX1114	Christian Horwood	MX/SX Barriers	N/A	<p>Do not allow the use of water barriers of any kind to mark any part of a track, including Motocross, Supercross, Stadium MX and Grass Track events.</p> <p>Water barriers include the 200litre round containers and the long water barriers used in council road works. Both have a sharp rim and are directly at handlebar height. These types of barriers are designed for protecting cars, and should not be used on MX tracks, whether on corners or straights. They are dangerous to riders and have caused numerous injuries. A safer alternative needs to be enforced.</p>	<p>The MXC thank Mr Horwood for his recommendation.</p> <p>The MXC have recently reviewed Venue Guidelines which addresses the area of plastic barriers. The MXC believes that this revision should cover this request rather than adding another rule to MoMS.</p> <p>The recommendation for this area in the Venue Guidelines revision is as follows:</p> <p>6.6.1 - Course Markers</p> <p>f) The use of Plastic Safety Barriers such as water barriers cannot be used as Course Markers.</p>	
MX1115	Michael Constantinou	Amateur National MX Championships	N/A	<p>I would either like to consider migrating my current East Coast MX Series into an Amateur National Championship, on the east coast, having 5-6 Rounds across VIC, ACT, NSW and QLD.</p> <p>OR</p> <p>Create a new Amateur National Championship called East Coast Origin also on the east coast, having 3 rounds across VIC, NSW and QLD.</p> <p>The Event should be given National status, as it gives more incentive for competitors to enter with the change of winning an Australian Title; and also the simplicity of dealing directly with MA for permit, dates and other approvals.</p>	<p>The MXC thank Mr Constantinou for his proposal.</p> <p>The MXC believe there may be an opportunity for a National Amateur Series however the promoter would need to show that the series can work with dates around the National MX and SX series (which have clear priority).</p> <p>The promoter would also need to show that he enjoys State co-operation where the rounds would be proposed to be held.</p> <p>For an initial period it would only be considered a National Series (& not a National Championship) until a future review regarding this status.</p> <p>The promoter needs to forward his suggestions regarding these comments to enable this proposal to move forward.</p>	

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	MA Board Decision
MX1116 JO771	Rod van Doren	Motorcycling NSW do not have 4-7 year old juniors in 50cc Demo Class (aka Nippers) start behind gates.	N/A	It should be an Australian wide rule under junior Demo class in Motocross that race starts are from behind start gates. As the speed increases in the Auto Class, it would be safer for the juniors to practice gate starts from the younger age, and it brings NSW into line with the other states. Juniors in NSW are at a disadvantage when competing in the Auto Class against other states; who have had practice with gate starts from 4 years old.	The MXC thanks Mr van Doren for his proposal. The MXC believe there is no need for a National rule on this matter. The Demo Class is about fun and learning to ride MX. With competition starting in Div 2 the Demo Class is currently structured appropriately. The MXC wish to stress that this Demo Class is about fun & participation and at no stage is it about racing. There are to be NO race starts at all for Demo Class participation.	
MX1117 JO772	Anthony Ayres	15.3 and/or 15.6 And potentially 15.11.1.4 et al	<p>15.3 CATEGORIES FOR JUNIOR AUSTRALIAN MOTOCROSS CHAMPIONSHIPS</p> <p>50cc Division 2 : 7 to under 9 years 65cc Solo : 7 to under 9 years,</p> <p>15.6 JUNIOR COMPETITION CLASSES: MOTOCROSS 4 to under 9 50cc Demo Class 7 to under 9 50cc Auto Class</p> <p>15.11.1.4 Subject to GCR 15.11.1.1a) a Junior who is under the age of 9 years may compete on a 50cc automatic machine notwithstanding that the Junior is unable to lift the machine unaided from the horizontal to vertical. a) Junior competitors in the age groups listed in the tables above may compete in the corresponding classes: b) No applicant will be issued with their first competition licence if they are under the age of 7 years,</p>	<p>Change Rule:</p> <p>15.3 50cc Division 2 : 6 to under 9 years</p> <p>AND/OR</p> <p>15.6 4 to under 9 50cc to 65cc Demo Class 6 to under 9 50cc Auto Class</p> <p>If required change 15.11.1.4 clause b):</p> <p>b) No applicant will be issued with their first competition licence if they are under the age of 6 years,</p> <p>3 years in a Demo Class restricted to a Homologated 50cc Demo machine is too long for some juniors, who have the capacity to advance into the Auto Class, or ride a 65cc machine in a Demo Class to gain the required skills for competitive riding. It is turning frustrated families away from club events and into private/recreational riding on machines of their choice. The restrictions are without basis on current trends in riding, nor available safety gear/available machines etc. It could be administered on a trial basis for 2 years to measure the effect on clubs and competitive classes.</p>	<p>The MXC wish to thank Mr Ayres for his proposal.</p> <p>MXC wish to acknowledge that the recent decision by the MA Board to remove the Homologation requirement for the 50cc Demo Class will now enable different bikes to be used in this class. This should assist in developing this class by allowing more accessibility to the sport. With this change on homologation the MXC believe there is no need to approve this proposal at this stage but will continue to review it in the future.</p> <p>A review should also be conducted in the future as to what changes occur in participation numbers occur due to the change in homologation. This will be assisted by the MA database soon to be released.</p>	

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	MA Board Decision
				The Rule for 7 to under 9 participation in 65cc Solo Class could remain as standard; which gives junior riders 2 years learning in Demo Class, 1 year of competitive riding in the 50cc Auto Class, and then advancement into the 65cc Solo. With the upper Class age limits remaining the same, it offers those juniors who require longer in Demo/50cc Auto Class the opportunity they require as well.		
MX1118 JO773	Aaron Skalecki	15.3 and/or 15.24.5	<p>15.3 CATEGORIES FOR JUNIOR AUSTRALIAN MOTOCROSS CHAMPIONSHIPS</p> <p>50cc Division 2 : 7 to under 9 years 65cc Solo : 7 to under 9 years,</p> <p>15.6 JUNIOR COMPETITION CLASSES: MOTOCROSS 4 to under 9 50cc Demo Class 7 to under 9 50cc Auto Class</p> <p>15.11.1.4 Subject to GCR 15.11.1.1a) a Junior who is under the age of 9 years may compete on a 50cc automatic machine notwithstanding that the Junior is unable to lift the machine unaided from the horizontal to vertical. a) Junior competitors in the age groups listed in the tables above may compete in the corresponding classes: b) No applicant will be issued with their first competition licence if they are under the age of 7 years, And/Or</p> <p>15.24.5 Junior Trail Bikes eligible for competition 15.24.5.1 The following machines are eligible for club and inter-club competitions:</p>	<p>Change Rule:</p> <p>15.3 50cc Division 2 : 6 to under 9 years</p> <p>15.6 4 to under 9 50cc to 65cc Demo Class 6 to under 9 50cc Auto Class</p> <p>AND/OR Delete or Extend the list of Homologated Machines for 50cc Demo Class</p> <p>For bigger 6 year old junior riders it is now a safety concern that they are not eligible to ride larger machines in the 50cc Demo Class; nor are they allowed to move into the 50cc Auto Class. Juniors on bikes that are too small ride poorly, crash often and cannot learn the required skills to assist them in the Auto Class when they turn 7. To change either the Class, or the Homologation rules on bikes in the 50cc Demo Class will make riding easier and safer for juniors that are of a size that naturally fits a bigger machine.</p>	<p>MXC wish to thank Mr Skalecki for his proposal.</p> <p>The MXC have extensively considered this proposal and believe that this is a difficult subject.</p> <p>MXC wish to acknowledge that the recent decision by the MA Board to remove the Homologation requirement for the 50cc Demo Class will now enable different bikes to be used in this class. This should assist in developing this class by allowing more accessibility to the sport. With this change on homologation the MXC believe there is no need to approve this proposal at this stage but will continue to review it in the future.</p> <p>A review should also be conducted in the future as to what changes occur in participation numbers occur due to the change in homologation. This will be assisted by the MA database soon to be released.</p>	

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MX1119 JO774	Carla Williams	15.3 and/or 15.24.5	<p>15.3 CATEGORIES FOR JUNIOR AUSTRALIAN MOTOCROSS CHAMPIONSHIPS</p> <p>50cc Division 2 : 7 to under 9 years 65cc Solo : 7 to under 9 years,</p> <p>15.6 JUNIOR COMPETITION CLASSES: MOTOCROSS 4 to under 9 50cc Demo Class 7 to under 9 50cc Auto Class</p> <p>15.11.1.4 Subject to GCR 15.11.1.1a) a Junior who is under the age of 9 years may compete on a 50cc automatic machine notwithstanding that the Junior is unable to lift the machine unaided from the horizontal to vertical. a) Junior competitors in the age groups listed in the tables above may compete in the corresponding classes: b) No applicant will be issued with their first competition licence if they are under the age of 7 years,</p> <p>And/Or</p> <p>15.24.5 Junior Trail Bikes eligible for competition 15.24.5.1 The following machines are eligible for club and inter-club competitions:</p>	<p>Change Rule:</p> <p>15.3 50cc Division 2 : 6 to under 9 years</p> <p>15.6 4 to under 9 50cc to 65cc Demo Class 6 to under 9 50cc Auto Class</p> <p>AND/OR</p> <p>Delete or Extend the list of Homologated Machines for 50cc Demo Class</p> <p>With the Rules as they are, parents are not allowed to choose the bike most suitable for their child. Starting out at a club is made impossible when a junior cannot ride the same bike they have at home, and families cannot afford to buy another, smaller bike just for club days. Families being turned away from clubs leaves a sour taste, and is totally counter-productive to the sport. Safety is not a valid argument to keep larger juniors off suitable machines; there are always going to be faster and slower riders in the Classes, even when allowed on exactly the same model bike. The 50cc capacity restrictions and GCR 15.24.6.2 should be enough to control the Class for junior rides, with exclusions on particular models only if necessary.</p>	<p>MXC wish to thank Ms Williams for her proposal.</p> <p>The MXC have extensively considered this proposal and believe that this is a difficult subject.</p> <p>MXC wish to acknowledge that the recent decision by the MA Board to remove the Homologation requirement for the 50cc Demo class will now enable different bikes to be used in this class. This should assist in developing this class by allowing more accessibility to the sport. With this change on homologation the MXC believe there is no need to approve this proposal at this stage but will continue to review it in the future.</p> <p>A review should also be conducted in the future as to what changes occur in participation numbers occur due to the change in homologation. This will be assisted by the MA database soon to be released.</p>	

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MX1120	Motorcycling Victoria MX Management	15.5.0.1	<p>15.5.0.1 The senior capacity classes for Motocross and Supercross machines:</p> <p>a) Other than for Junior competitions,</p> <p>b) Other than Australian Championships, are:</p> <p>MX1 - 255 and over (2 or 4-stroke)</p> <p>SX1 - 255cc to 450cc (2 or 4-stroke)</p> <p>MX2/SX2 - Up to 250cc (2 or 4 stroke)</p> <p>Wheel sizes (16"-19" rear and 19"-21" front)</p> <p>MXD/SXD - Up to 250cc (2 or 4 stroke)</p> <p>(16 years to under 19)</p> <p>Wheel sizes (16"-19" rear and 19"-21" front)</p>	<p>Change Rule:</p> <p>15.5.0.1 The senior capacity classes for Motocross and Supercross machines:</p> <p>a) Other than for Junior competitions,</p> <p>b) Other than Australian Championships, are:</p> <p>MX1 - 255cc and over (4-stroke) / 250cc and over (2-stroke)</p> <p>SX1 - 255cc to 450cc (4-stroke) / 250cc to 450cc (2-stroke)</p> <p>MX2/SX2 - Up to 250cc (4-stroke) / Up to 150cc (2-stroke)</p> <p>Wheel sizes (16"-19" rear and 19"-21" front)</p> <p>MXD/SXD - Up to 250cc (4 stroke) / Up to 150cc (2-stroke)</p> <p>(16 years to under 19)</p> <p>Wheel sizes (16"-19" rear and 19"-21" front)</p> <p>A 250 2-stroke is equivalent to a 450 4-stroke and has now gained an unfair advantage in competition. Most categories of motorsport are determined by horsepower and this should be the same in MX/SX to eliminate the different between the 2 machines.</p>	<p>The MXC thank MV MXM for their proposal.</p> <p>The MXC does not support this proposal. At this stage there is not any justification or data that supports for changing these classes on a National level.</p>	
MX1121	Shannon Reimann	15.10.1.1	<p>15.10 FREESTYLE MOTOCROSS ELIGIBILITY</p> <p>15.10.1 Freestyle Motocross Licence Conditions</p> <p>15.10.1.1 No person may participate in Freestyle Motocross unless they:</p> <p>a) Are at least 16 years of age, and</p> <p>b) Have a current MA Senior National competition licence which is endorsed under the following Rules.</p>	<p>Change Rule:</p> <p>15.10 FREESTYLE MOTOCROSS ELIGIBILITY</p> <p>15.10.1 Freestyle Motocross Licence Conditions</p> <p>15.10.1.1 No person may participate in Freestyle Motocross unless they:</p> <p>a) Are at least 16 years of age, and</p> <p>b) Have a current MA Senior National competition or MA Senior Freestyle Motocross licence which is endorsed under the following Rules.</p> <p>c) Must be Freestyle Motocross endorsed</p>	<p>MXC support this proposal and refer it to the MA Board.</p> <p>Further the MXC recommend that the endorsement only be valid for a maximum of 2 years and must participate in at least one Freestyle event each year. Furthermore during the event the Steward or Clerk or Course may determine otherwise.</p> <p>The MXC propose the following additions to Shannon's proposal.</p> <p>15.10.1.1</p> <p>d) Once endorsed for Freestyle Motocross a person retains that endorsement unless:</p> <p>i) They fail to participate in a Freestyle event each year,</p> <p>ii) During the course of a Freestyle meeting, the Steward or Clerk of Course determines otherwise.</p>	

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MX1122	Shannon Reimann	15.10.1.3	15.10.1.3 To gain a Freestyle Motocross endorsement a rider must: a) Attend a Freestyle Motocross Training School conducted by an accredited Freestyle Motocross Assessor, b) Successfully complete the MA competency assessment.	Change Rule: 15.10.1.3 To gain a Freestyle Motocross endorsement a rider must: a) Attend a Freestyle Motocross Training School conducted by an accredited Freestyle Motocross Assessor/Level 2 Coach and, b) Successfully complete the MA competency assessment (if required) or; c) Prior recognised experience may be supplied (such as participation in International FMX Shows/Competitions), with approval by the MA Motocross Commission.	The MXC fully support this recommendation.	
MX1123	Shannon Reimann	15.10.1.4	15.10.1.4 The Endorsing Assessor must: a) Be identified and approved by the MA Motocross Commission to endorse Freestyle Motocross, b) Obtain a Permit from the relevant controlling body in which the assessment is taking place.	Include clause: 15.10.1.4 The Endorsing Assessor must: a) Be identified and approved by the MA Motocross Commission to endorse Freestyle Motocross, b) Obtain a Permit from the relevant controlling body in which the assessment is taking place, c) Be trained in advanced First Aid.	The MXC fully support this recommendation due to the high intensity level of FMX and the high risk level associated with endorsement.	

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	MA Board Decision
MX1124 JO775	Les Jones on behalf of the QLD Women's Sub Committee	15.11	15.11 JUNIOR ELIGIBILITY	<p>Include Rule:</p> <p>15.11.2.2 Females 14 - Under 16 years old may participate at Club Competitions in the senior Women's Class.</p> <p>This change may encourage Clubs to hold at least 1 women's event, by providing the opportunities for junior ladies to ride with a senior class at Club competitions.</p>	<p>The MXC thank the Old Women's Sub Committee for their proposal.</p> <p>At this stage the MXC do not support this proposal. One of the concerns would be how the Sport & Rec. Regulations in NSW handle this sort of situation, however the MXC understand that the key focus of changing this rule for Women would be to ensure the safety of Junior girls where their alternative is to race against a grid of much faster Junior boys. If the Junior girls were to be in competition with Senior girls there would most likely be less competitors on the track (than Jnr boys class) and therefore the safety of the Junior girls would be higher. This could only occur however when the bikes are of similar sizing (i.e. 125cc or 250cc). We would not propose this for less than 125cc machines. The MXC do believe though that this rule needs to be discussed & reviewed in the future to ensure that the Junior girl riders safety is as high as possible whilst they develop their riding skills in the MX discipline.</p>	

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	MA Board Decision
MX1125	Shannon Reimann	N/A	N/A	<p>15.19 RACE MEETING PROTOCOLS: AUSTRALIAN FREESTYLE MOTOCROSS CHAMPIONSHIP</p> <p>15.19.1 Format</p> <p>15.19.1.1 The format for any Australian Freestyle Motocross Title must be as approved by the Motocross Commission and published in supplementary regulations.</p> <p>15.19.1.2 Paramedics with equipment must be in attendance at all Freestyle Motocross Demonstrations and Competitions.</p> <p>15.19.2 Practice and Qualifying</p> <p>15.19.2.1 As directed in the supplementary regulations, any heats and qualifiers are to be held on the day of the meeting.</p> <p>15.19.2.2 Practice may be held prior to the event day, however if the track has been altered, practice must be offered to the Competitors the day of the event.</p> <p>15.19.3 The Event</p> <p>15.19.3.1 Competition must consist of a minimum 2 judged runs.</p> <p>15.19.3.2 Judges must be approved by the Motocross Commission.</p> <p>15.19.3.3 In the circumstance where the event is halted, the best score from the Qualifying run will be deemed the final result.</p>	<p>The MXC support this proposal and inclusion into the MoMS.</p> <p>However, the MXC believe that the proposed 15.19.1.2 is unnecessary as it is covered by 4.2.9 e which covers Medical requirements for a National Championship.</p>	
MX1126	Shannon Reimann	N/A	N/A	<p>15.11 SPEED AND STYLE ELIGIBILITY</p> <p>15.11.1 Speed and Style Licence Conditions</p> <p>15.11.1.1 No person may participate in Speed and Style unless they:</p> <ul style="list-style-type: none"> a) Are at least 16 years of age, and b) Have a current MA Senior National competition or MA Senior Freestyle Motocross licence, c) Must be Freestyle Motocross and Supercross endorsed. <p>15.11.1.2 Endorsement as per sections 15.9 (Supercross) and 15.10 (Freestyle Motocross).</p>	<p>The MXC endorse this proposal.</p>	

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	MA Board Decision
MX1127	Shannon Reimann	N/A	N/A	<p>15.20 RACE MEETING PROTOCOLS: AUSTRALIAN SPEED AND STYLE</p> <p>15.20.1 Format</p> <p>15.20.1.1 The format for any Australian Speed and Style Title must be as approved by the Motocross Commission and published in supplementary regulations.</p> <p>15.20.1.2 Paramedics with equipment must be in attendance.</p> <p>15.20.2 Practice and Qualifying</p> <p>15.20.2.1 As directed in the supplementary regulations, any heats and qualifiers are to be held on the day of the meeting.</p> <p>15.20.2.2 Practice may be held prior to the event day, however if the track has been altered, practice must be offered to the Competitors the day of the event.</p> <p>15.20.3 The Event</p> <p>15.20.3.1 For seeding, Competitors are to do individual timed runs, with one trick per lap completed. The trick will be judged.</p> <p>15.20.3.2 Once all individual timed runs are complete, the fastest time is given maximum points for speed. 1 Point is deducted from Competitors for each second behind the fastest lap time.</p> <p>15.20.3.3 The speed points are then added to the Judges points, and Competitors are seeded in order of total points.</p> <p>15.20.3.4 Competitors are then seeded against another Competitor to build the heats. The heat and run format is to be published in the Supplementary Regulations, with approval from the Motocross Commission.</p>	The MXC support this proposal.	
MX1128	Ralph Freeman	1.1.0.21	1.1.0.21 "Motorcycle" means and includes: a) Solo - a one-track vehicle with two wheels with the drive through the rear wheel.	<p>Change Rule:</p> <p>1.1.0.21 "Motorcycle" means and includes: a) Solo - consisting of a frame, the structure or structures used to join any steering mechanism at the front of the machine, the engine, gear box and all components of rear suspension.</p> <p>In some disciplines a "change of machine" can be allowed, with what can be changed being stipulated within the SR's - and allows for confusion. Intrinsic parts which make up the machine should allow more understanding.</p>	The MXC believe the definition of a Motorcycle would be better referred to the Technical Committee.	

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	MA Board Decision
MX1129	MXC & Jnr Commission	2015 WJMX Team Selection	N/A	N/A	<p>The MXC and Junior Commission propose the follow members for the 2015 World Junior MX Team.</p> <p>Team Manager: Glenn MacDonald</p> <p>125cc: Caleb Grothues Hunter Lawrence Cooper Pozniak</p> <p>85cc: Rhys Budd Regan Duffy Bailey Malkiewicz</p> <p>The MXC thanks all riders who nominated and congratulates those chosen and wishes them all the best for the Titles.</p>	
MX1130	MXC	15.17.1.1	15.17.1.1 The format for both classes of the championships must be as approved by the Motocross Commission and published in supplementary regulations.	<p>Change Rule:</p> <p>15.17.1.1 The format for classes of the championships must be as approved by the Motocross Commission and published in supplementary regulations.</p>	MXC recommend "both" be deleted as there are more than two championship classes.	
MX1131	MXC	15.13.4.1	15.13.4.1 For Australian Senior National Championship events, an approved helmet must be fitted with a helmet removal system.	<p>Change Rule:</p> <p>15.13.4.1 For Australian Senior National Championship events and the Australian Junior Titles (from 1st January, 2016), an approved helmet must be fitted with a helmet removal system.</p>	<p>MXC recommend that effective for the 2016 Junior National Titles, it is compulsory for all riders to use this helmet system.</p> <p>If approved, MXC request that MA notify the Riverland Club to ensure they understand and are trained in the requirements from a medical perspective for the club during the event.</p>	
MX1132	MXC	2017 AJMX Applications	N/A		MXC request MA to call for nominations for the 2017 AJMX Titles immediately.	

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MX1133	MXC	15.24.6.1	15.24.6 50cc Demo Class Machines 15.24.6.1 Eligible Machines are: ...	Delete Rule.	Based around recent advice from the MA Board that the requirement for homologation of bikes in this rule has been deleted, the MXC request this rule to be removed from the MoMS.	
MX1134	MXC	15.24.6.2	15.24.6.2 Machine Requirements: a) Engine capacity must not exceed 50cc, b) The gearbox for 2-stroke machines must have one gear, c) The gearbox for 4-stroke machines may have up to three gears, d) Standard gear ratios must be retained, e) The clutch must be of centrifugal type, and of OEM type, f) Wheels as per GCR 15.24.2 must be fitted, g) All machines must remain standard to the OEM specifications for the model. Only the following items may be modified: i) Colour, ii) Seat, iii) Mudguards, iv) Handlebars, v) Grips, vi) Levers, vii) Cables, viii) Chains, ix) Tyre brand and tread pattern, x) Carburettor jets, xi) Spark Plug. h) The frame of a machine may be gusseted and strengthened but not so as to alter the geometry of the frame. A certificate issued by a qualified engineer in respect of any such gusseting and strengthening must be available at machine examination, j) The restricting washer in the exhaust header	Delete the following (in RED): e) The clutch must be of centrifugal type, and of OEM type, i) The restricting washer in the exhaust header pipe abutting the cylinder barrel may be removed, j) Throttle limiting devices may be removed, k) A separate kill switch may be installed in place of the standard, m) Handlebars must be securely plugged and be no wider than 630mm, n) Engine, Carburettor, Fuel system, Exhaust System, Electrics & Air Box must remain as per manufacturers specifications,	With the removal of the homologation requirement for the rule there is no reason to continue to have these rules for a non-competitive class.	

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			<p>pipe abutting the cylinder barrel may be removed,</p> <p>j) Throttle limiting devices may be removed,</p> <p>k) A separate kill switch may be installed in place of the standard,</p> <p>l) Steel serrated foot pegs may replace standard rubber pegs,</p> <p>m) Handlebars must be securely plugged and be no wider than 630mm,</p> <p>n) Engine, Carburettor, Fuel system, Exhaust System, Electrics & Air Box must remain as per manufacturers specifications,</p> <p>o) Carburettor size must not exceed 14mm.</p>			
MX1135	MXC	15.24.6.2 g)	<p>15.24.6.2 Machine Requirements:</p> <p>g) All machines must remain standard to the OEM specifications for the model. Only the following items may be modified:</p> <p>i) Colour,</p> <p>ii) Seat,</p> <p>iii) Mudguards,</p> <p>iv) Handlebars,</p> <p>v) Grips,</p> <p>vi) Levers,</p> <p>vii) Cables,</p> <p>viii) Chains,</p> <p>ix) Tyre brand and tread pattern,</p> <p>x) Carburettor jets,</p> <p>xi) Spark Plug.</p>	<p>Include Clause to g):</p> <p>g) All machines must remain standard to the OEM specifications for the model. Only the following items may be modified:</p> <p>i) Colour,</p> <p>ii) Seat,</p> <p>iii) Mudguards,</p> <p>iv) Handlebars,</p> <p>v) Grips,</p> <p>vi) Levers,</p> <p>vii) Cables,</p> <p>viii) Chains,</p> <p>ix) Tyre brand and tread pattern,</p> <p>x) Carburettor jets,</p> <p>xi) Spark Plug,</p> <p>xii) Front chain protector</p>	<p>Update to clarify and support the Rule for front chainwheel protection:</p> <p>15.22.8 Drive chain protection</p> <p>15.22.8.1 Front sprocket may be guarded so as to prevent direct access to the chain or sprockets with the fingers.</p>	
MX1136	MXC	15.24.6.2 h)	<p>15.24.6.2 Machine Requirements:</p> <p>h) The frame of a machine may be gusseted and strengthened but not so as to alter the geometry of the frame. A certificate issued by a qualified engineer in respect of any such gusseting and strengthening must be available at machine examination,</p>	<p>Change Rule:</p> <p>h) If frame of a machine has been gusseted and strengthened but not so as to alter the geometry of the frame, a certificate issued by a qualified engineer in respect of any such gusseting and strengthening must be available at machine examination,</p>	<p>Update to clarify rule.</p>	

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	MA Board Decision
MX1137	MXC	15.13.8.2	15.13.8.2 Tear-offs will be banned from 1st January 2016.		MXC requests MA release a press release to remind the industry including State Controlling Bodies, clubs and importers to ensure that all interested parties are aware of this rule change and support it.	
MX1138	MXC	15.22.6.1	15.22.6 Handlebars 15.22.6.1 The ends of the handlebars or twist grip sleeves must be securely plugged so as to present a flush or rounded end.	Change Rule: 15.22.6 Handlebars 15.22.6.1 Handlebars a) The width of handlebars must be not less than 600 mm and not more than 850 mm. b) Exposed handlebar ends must be plugged with a solid material or rubber covered.	MXC believes that this rule is now outdated and we propose to align our rule with the FIM for MX which simplifies and clarifies this rule for both width and bar end plugs.	
MX1139	MXC	15.9.1.5	15.9.1.5 Once endorsed for Supercross, a person retains that endorsement unless: a) They fail to participate in a Supercross event each year, b) During the course of a Supercross meeting, the Steward or Clerk of Course determines otherwise.	Change Rule: 15.9.1.5 Once endorsed for Supercross, a person retains that endorsement unless: a) They fail to participate in a Supercross event within a consecutive two year period, b) During the course of a Supercross meeting, the Steward or Clerk of Course determines otherwise.	MXC believes that with the timing of the SX series it is possible for a rider, through injury or otherwise to be unable to compete in SX in a 12 month period.	
MX1140	MXC	15.24.1.1	15.24.1.1 The technical regulations set out in this section are for junior classes. Everything that is not authorized and prescribed in this section is strictly prohibited.	Change Rule: 15.24.1.1 The technical regulations set out in this section are for junior classes.	This clause includes a "God" clause for technical regulations for Junior classes which is inconsistent with the whole chapter. MXC wish to delete this clause. This will also help to reduce confusion regarding Junior technical rules.	

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	MA Board Decision
MX1141	MXC	MAIL discussion regarding track condition	N/A		MXC & Junior Commission met with David White from MAIL to discuss track maintenance during an event and the insurance ramifications from that change of track during the day. David was asking for feedback regarding this issue and it is the MXC's opinion that a notice can be made at riders briefing in order to cover the topic of track changes and that it is the riders responsibility to ensure they are comfortable racing on the track as it is presented for each race.	
MX1142	MXC	Helmet age for AS1698 Approved Helmets	N/A Potentially 15.13.1	Add Rule: 15.13.1 Helmet 15.13.1.1 An approved and correctly fitting helmet (see Appendix B: Helmet Fitting Guide) which must: a) Carry a label or mark certifying compliance to Australian Standard AS1698 issued by an accredited certifier; or b) Be approved under FIM Technical Rules: 15.13.1.2 All helmets approved and presented for use under the AS1698 standard must have a build date of no more than 10 years preceding the date of the event. 15.13.1.3 If the build date is unreadable or missing then the helmet will be deemed to be older than 10 years.	MXC believe that this change is needed across all disciplines and all changes should be driven by MA. We have proposed a possible change for the MX chapter but would support that helmets is something that should maybe be shifted to a specific multi discipline chapter that covers helmets.	
MX1143	MXC	Junior Endorsements	N/A		The MXC believe that there needs to be an inclusion in Chapter 3.8.0 to allow a rider a 28 days grace period, who has passed their endorsement but not yet received an endorsement on their licence, to be able to race at the higher level, upon showing proof of the log book.	
MX1144	MXC	15.24.7.2 k)	15.24.7.2 Machine Requirements: k) Handlebars must be securely plugged and be no wider than 630mm or OEM for the model,	Delete Rule.	Rule is unnecessary with the general rule change to all handlebar widths for MX.	

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	MA Board Decision
MX1145	MXC	15.24.7.2 f)	<p>15.24.7.2 Machine Requirements:</p> <p>f) All machines must remain standard to the OEM specifications for the model. Only the following items may be modified:</p> <p>i) Colour, ii) Seat, iii) Mudguards, iv) Handlebars, v) Grips, vi) Levers, vii) Cables, viii) Chains, ix) Tyre brand and tread pattern, x) Carburettor jets</p>	<p>Add new Clause to f):</p> <p>f) All machines must remain standard to the OEM specifications for the model. Only the following items may be modified:</p> <p>i) Colour, ii) Seat, iii) Mudguards, iv) Handlebars, v) Grips, vi) Levers, vii) Cables, viii) Chains, ix) Tyre brand and tread pattern, x) Carburettor jets xi) Front Chain protector</p>	<p>Update to clarify and support the Rule for front chainwheel protection:</p> <p>15.22.8 Drive chain protection 15.22.8.1 Front sprocket may be guarded so as to prevent direct access to the chain or sprockets with the fingers.</p>	
MX1146	MXC	15.24.4	<p>15.24.4 Junior Solo: Handlebars</p> <p>15.24.4.1 Solo handlebars must be plugged and have no greater than the following widths:</p>	Delete Rule.	With changing 15.22.6.1 to FIM standards this rule now becomes defunct.	
MX1147	MXC	15.13.11.1	<p>15.13.11 Junior Clothing</p> <p>15.13.11.1 In addition to the general requirements for clothing, Juniors must comply as follows:</p> <p>a) Protective clothing must not be loose or flapping, b) Synthetic or rubber boots may be worn as an alternative to leather for competitors with smaller than a size 1 foot, c) Commercially manufactured body armour must be worn.</p>	<p>Change Rule:</p> <p>15.13.11 Junior Clothing</p> <p>15.13.11.1 In addition to the general requirements for clothing, Juniors must comply as follows:</p> <p>a) Protective clothing must not be loose or flapping, b) Synthetic or rubber boots may be worn as an alternative to leather for competitors with smaller than a size 1 foot, c) Commercially manufactured body protection must be worn that offers both chest and back protection.</p>	MXC believe that the current rule is outdated given changes/improvements in gear protection now available and we seek to clarify the rule.	

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	MA Board Decision
MX1148	MXC	15.24.8	15.24.8.1 All machines must remain standard to the OEM specifications for the model. Only the following items may be modified: a) Exhaust system, b) Gearing, c) Carburettor jetting, d) Plastics, and e) Handlebars.	Add Clause: 15.24.8.1 All machines must remain standard to the OEM specifications for the model. Only the following items may be modified: a) Exhaust system, b) Gearing, c) Carburettor jetting, d) Plastics, e) Handlebars, and f) Front Chainwheel protection.	This change is to clarify and support the Rule for front chainwheel protection: 15.22.8 Drive chain protection 15.22.8.1 Front sprocket may be guarded so as to prevent direct access to the chain or sprockets with the fingers.	
MX1149	MXC	Venue Guidelines	N/A	N/A	MXC was recently asked to submit a review of the guidelines (which included an overview table) and we request from MA an update on this submission.	
MX1150	MXC	Race Classes	N/A	N/A	MXC wish to flag that in the future we believe there should be a review of the current class structures in both MX & SX but especially SXD. Whilst this class continues to have a very strong participation rate there is still a gap between the U19 (MXD/SXD) class and the MX1/SX1/MX2/SX2 classes from a participation level. At National level a restructure of classes may allow this to change however it remains to be seen whether this would work at a State level. The MXC would like to seek input from interested parties in order for the future of our sport to remain strong.	

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	MA Board Decision
MX1151	MXC	World Jnr MX Team Manager	N/A	Propose that the World Junior Team Manager position is appointed for a term of 3 years (rather than 1) with a yearly review to confirm reappointment based on performance.	MXC believe that a 3 year term is necessary in order to ensure that the Team Manager can appropriately organise in advance. To effectively manage an overseas sports team takes lots of early preparation, follow up and contacts that continue to develop. It is unreasonable to offer someone this role if they only have the chance to hold this position for one year.	
MX1152	MXC	15.15.7.1 d)	15.15.7.1 For events where speed is the determinant: d) Where there are two competitors required to be on one machine together, both must finish the event on the machine. On a solo machine the competitor must finish the event on the machine,	Change Rule: d) Where there are two competitors required to be on one machine together, both must finish the event on the machine. On a solo machine the competitor must finish the event in contact with their machine.	MXC believe this rule needs to be clarified in order to ensure the spirit of the rule is understood. As an example this would especially be relevant where a rider may have run out of fuel at the finish line or crashed at the finish line and cannot restart their bike and push the bike across the line. MXC believe this rider should be rewarded with a finishing result. This rewording will bring this rule in line with FIM MX rules which state "When crossing control lines, the rider must always be in contact with the motorcycle".	

Item No.	Raised By	Rule # (Issue)	Existing Rule	Proposed Rule Change & Rationale	Commissions Recommendation	MA Board Decision
MX1153	Mark Luksich	MXON Rider Selection	N/A	<p>I would like to suggest that MA establish a committee to support the MXON Australian team selection and management for the future.</p> <p>For many years the team has been officially selected by the Motocross Commission in conjunction with the team manager and the Boards approval.</p> <p>The MXON is now the biggest MX event in the world and we often have team members that are based overseas racing either the AMA or FIM series. On many occasions I have been surprised by the selection my fellow commissioners have made when asked to select the team and I have determined that this is mainly due to the lack of understanding of international racing when compared to the local competition.</p> <p>To raise the level of this process and also add more support for the overall team preparation I would like to recommend that the below people are given a position on the newly formed MXON Committee:</p> <ul style="list-style-type: none"> - Gary Benn - Mark Luksich - Chairman of the MX Commission. 	<p>MXC support this proposal and request the MA Board establish a MXoN Committee as per Mark's suggestion for the 2015 MXoN.</p> <p>Both Mark & Gary offer an enormous level of experience at organising the MXoN team and in order to ensure we have the strongest team possible this Committee needs to be established. Under this system the MXoN Commtee would have final say however input would be recieved from the MXC via the Chair and from other parties directly.</p>	

MEETING CLOSES: 3.30PM Sunday 19th April